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MACKEREL GOES ON QUOTA

IN A BID to regulate landings and prevent an over-supply of mackerel Scottish fishermen introduced a quota of 50 units per crewman at the west coast this week (Tuesday night).

On Tuesday they landed 2,000 tons of mackerel and one purse at Ullapool turned out 1,200 units. Only 330 tons of the mackerel was sold for human consumption.

Fish meal plants were full and fishermen were told they would be unable to handle more supplies before today, (Friday).

This week there was concern at Aberdeen and Fraserburgh over the possibility of redundancy among hundreds

of workers at major herring processing plants.

D. A. Macrae Ltd of Fraserburgh, where 500 people are employed, has applied for temporary employment subsidy from the government. In spite of every effort to increase sales and cut costs, the current trading situation is producing far heavier losses than could be sustained.

Macrae's commercial director, Eric Robson, said that the firm had incurred losses in excess of £500,000. If the government subsidy

could be secured within 90 days jobs could be saved.

Barry Sealey, director of Seafoods Division of Christian Salvesen, which operates the large Aberdeen plant Claben Ltd, which employs 289 women and 176 men, said the problem was over capacity in the industry.

He was suffering the same way as Macrae with a shortage of supplies — but we have no immediate plans to do anything and we are not paying people off", said Mr. Sealey.

One processor at Aberdeen, Leslie Rowton, said the consumer reaction to unprecedented high prices of herring had all but put the dooms knoll on the trade, which could not compete with the high prices being paid by the fishery in the industry.

Dr. W. J. Lyon, chairman of the Herring Industry Board, maintained there might be government support until North Sea stocks had sufficiently recovered to allow catching to start again.

He was confident the government would maintain the North Sea herring catch ban using unilateral measures if necessary, and by May 1979 there would be sufficient North Sea stocks to allow a total herring of about 100,000

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STORM SWEEPS BOAT ON TO SANDS

THE FOUR-MAN crew of the Grimsby inshore vessel *Shearbill* was rescued in heavy seas by the Humber lifeboat early on Thursday last week after running ashore on Halle Sand, near the southern entrance to the Humber.

Skipper-owner Ted West and crewmen William Coddington, Albert Precious and Robert Buley were heading for Grimsby after a dogfishing trip when *Shearbill* was caught up in storms sweeping the Humberside area.

Immediately the Humber lifeboat crossed the estuary from Spurn to go to the aid of *Shearbill*, but Coxswain Brian Bevan was forced to abandon attempts to reach the 29-ton former seiner. One was injured.

Repeated efforts to get near the inshore boat had resulted in the lifeboat touching the bottom several times.

Instead, the lifeboat's 11ft. inflatable Zodiac, manned by lifeboatmen Sid Rollinson and Bob Major, was used for the first time in a Humber year.

Shearbill was built at Fraserburgh in 1956 and had

been using a high-opening nylon white fish pair trawl developed by Apeldoorn, the famous Dutch net manufacturer.

A spokesman for Caley Fisheries Group Ltd., the UK agent for Apeldoorn, stated that the skippers were extremely pleased with their fishing results.

They were catching large quantities of haddock and whiting, and appeared to be out-fishing seiners working in the area.

A second point which has impressed all four skippers is the fact that this fishing is economical on gear.

Four runs in Zodiac save crew

deeper water some distance away, but it parted as soon as it came under strain.

As the tide ebbed away, leaving insufficient water for a further attempt, Skipper West was finally brought off.

The Humber lifeboat later landed them at Grimsby. No one was injured.

Searchlights from coastguards ashore lit up the scene of the rescue to help the Zodiac crew.

Skipper West and his crew returned by road to inspect the vessel at low water. They were able to walk out across the sands and survey the hull.

Although there was some damage, the vessel was considered quite seaworthy and the crew successfully refloated *Shearbill* on last Friday afternoon's spring high tide. About 35 kits of dogfish were unloaded to provide extra buoyancy.

Boat hits rocks

THE SCOTTISH vessel *Our Coitherie* was in trouble last week when she ran aground on rocks north of Peterhead harbour.

Six crew members refused to move off the vessel until



divers looked at her hull to see if she could be refloated.

Peterhead Coastguard Rescue Company stood by, but the crew successfully refloated her at high tide and she was able to enter the harbour under her own power.

'Pair men out-fish seiners'

TWO PETERHEAD white fish pair trawling partnerships — *Morning Dawn/Unity* and *Constant Friend/Starlight* — have made some successful trips working traditional North Sea seine net grounds.

The vessels have been using a high-opening nylon white fish pair trawl developed by Apeldoorn, the famous Dutch net manufacturer.

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MORNING DAWN/UNITY CONSTANT FRIEND/ STARLIGHT

continue their successful white fish pair trawl operation using an "APELDOORNSE" high opening nylon white fish pair trawl on normal seine net bottom.

... "They are catching large quantities of haddock and whiting and appear to be outfishing the seine net boats working in their vicinity."

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No pay-out for barred drifter

NO COMPENSATION for loss of earnings will be paid to the owner of the Harris herring drifter *Constant Friend* because of an EEC herring fish ban put into force off the Scottish west coast.

This is made clear by Hugh Brown, Scottish secretary of state with responsibilities for fishing in a reply to the Rt. Hon. Donald J. Stewart, MP for the Western Isles, who took up the matter on behalf of John Mackinnon of Scadabay, Harris, the owner of *Constant Friend*.

Mr. Brown says that, while he appreciates Mr. Mackinnon's problem, this is the position for many in the fishing industry who have been affected by the reduction in fishing opportunities, due to the depleted state of stocks, and to the measures necessary if the stocks are to be enabled to recover. The restrictions were being felt not only in the UK but in other EEC countries as well.

Following the incident, a 26-year-old James Balfour, was charged on indictment with causing death by dangerous or reckless driving, failing to stop after an accident and failing to report it to the police.

Christopher Ward, 28-year-old shareholder in his father's boat, *Unison*, was buried last week on Burra Isle, Shetland. It was one of the largest funerals ever seen on the isle.

Christopher, who was unmarried, was a road accident victim on Lerwick's Esplanade.

Following the incident, a 26-year-old James Balfour, was charged on indictment with causing death by dangerous or reckless driving, failing to stop after an accident and failing to report it to the police.

Mr. Brown also felt that it would really only be over the longer term that one could assess, with any accuracy, the effect of the recent ban on fishermen's earnings.

Mr. Stewart MP said: "Since Mr. Brown refused to exempt from the ban on fishing herring the two boats fishing by drift nets in the Western Isles (*Constant Friend* and *Seafarer*) it is an indefensible position for him to reject the claim."

"I will be pointing out to Mr. Brown that the British

Escort home

REDCAR lifeboat was launched in the early hours last Saturday to aid the fishing vessel *Tees Seal* which was firing red flares three-miles off the Saltburn coast. Hartlepool lifeboat and the Whitby ketch boat, *Golden Hope*, skippered by Ron Frampton, also joined in the search.

Tees Seal and her crew were found safe, in very rough seas, and she was escorted back to Hartlepool.

I ask myself - and you - can a young lad like me, slowly approaching manhood, really be expected to exist - survive - as a warm, normal loving human being, on a diet of lemon water and fearful callisthenics?

No chap, even of my amazing virility, could possibly function, fight, fandango or anything else, on this diet. I'm also expected to throw my weary, partly body about in a series of violent exercises, which includes strenuous attempts to touch my toes. When, praise Allah, I did manage to get my backside up, down and over, I saw things I hadn't seen since I used to wet my coat blankets back in the twenties. And my fully frontal tum-tum looked alarmingly convex, quite resembling the top of a Xmas pudding, including, even, the little bit of holly.

Escape? Come home? What the devil do you mean, come home? I'm incarcerated here until the end of the week and my request for parole has been turned down.

It all started through that oxen, Angela wicked Potter - a troublemaker if ever I met one - who rudely woke me up one afternoon, handed me a cup of tea and said,

"You really are putting on weight. Why don't you spend your holiday at a nice

health clinic? They have ways of making you fit. Do you a lot of good."

Although the idea sounded as welcome as a double hernia, I was honest with myself and wondered if just attending Harrod's January sale was really enough to keep me fighting fit and ready to, one day, get into the boardroom and take over from him. (And believe me, friends, I will. I owe it to my mother, my granddaughter, John Stilkin and the nation). Perhaps, I thought, I should listen to A.W.P.'s advice and make a brave effort to undo what my rapacious appetite had done.

So here I am, poor innocent, striving hard to become twiggish, doing my porridge at Shrubland Hall Health Clinic in the company of some rather charming persons, many of whom are repeat offenders and long-time lags. I was quite surprised to find the screws here so understandingly sympathetic. Even the prison doctor, who inspected my well-fleshed body on arrival, was apologetic when he murmured that, although he doubted if, at this late hour, he could do much to save or preserve me, he'd have a damn poor try and wouldn't give up fighting the good fight while there was still an ounce of breath left in my body ... what dedication!

(I'll murder that old oaf when I get back to dear Queen Anne's Gate and lovely, lovely Associated Fish... if I ever do!!!)

Tax bonus?

FISHERMEN are likely to benefit from increased flat rate expense allowance for tax purposes.

This follows representations by the Rt. Hon. Donald J. Stewart, Scottish Nationalist MP for the Western Isles.

Despite inflation, these flat rate expenses — normally allowed to cover the costs of protective clothing and necessary tools and equipment — have not been increased over the past few years.

In the case of *Illumble*, the skipper was fined the maximum under Irish laws of £100 and his gear and catch were ordered to be confiscated.

The skippers were complimented by Justice John Garavan on the way in which they had met the charges.

LIMIT FINES

From page one about fishing, among other matters. He told the court in Bandon that the Naval Academy in Spain had been issuing to Spanish fishermen what appeared to them to be a licence to fish within EEC waters.

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AN ABERDEEN skipper was fined a total of £100 when he admitted otter trawling off Uys Isle on May 8 this year and failing to display proper fishing signals.

He is George Smith of *Scotish King*. He was fined £75 for illegal fishing, and £25 on the signals' charge, at Larwick Sheriff Court.

TWO FINES

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Barnets of Frying Pan Alley Ltd.

A VITAL PART OF ASSOCIATED FISHERIES

September 1977.

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

"Young Barnett has a lean and hungry look; he fasts too much; such men are dangerous."

o - o - o - o -

What I really hoped to do was to go into the writing-room, sit down, and send each of you a letter saying, "Hope you are well as it leaves me at present. The weather is lovely and the people are friendly. Having a good time and wish you were here." But I'm not allowed to. For a start, that certain person will not sanction the piffling outlay of a few bob for notepaper, stamps and envelope.

And this parsimoniousness (meanness, dear) from a man who's Chairman of a company with a yearly turnover of damn nearly one hundred million smackers ... it's hard to believe, isn't it? There's madness for you. A plague on His plugs, a murrain on His manfold and curse on His Corniche!

Secondly, it would not really be true to say I'm well. On the contrary I think I'm dying. Starving. So far today, Boy Scouts' honour, all I've been allowed is my daily ration of three glasses of hot water, each with its own dear little slice of lemon floating excitingly on the top. And if I behave myself nicely, I'm granted another delicious glass because I have my sauna and massage and lay me down to sleep and dream of you, around 9 p.m.

I ask myself - and you - can a young lad like me, slowly approaching manhood, really be expected to exist - survive - as a warm, normal loving human being, on a diet of lemon water and fearful callisthenics?

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Mr. Barnett of Frying Pan Alley... and me

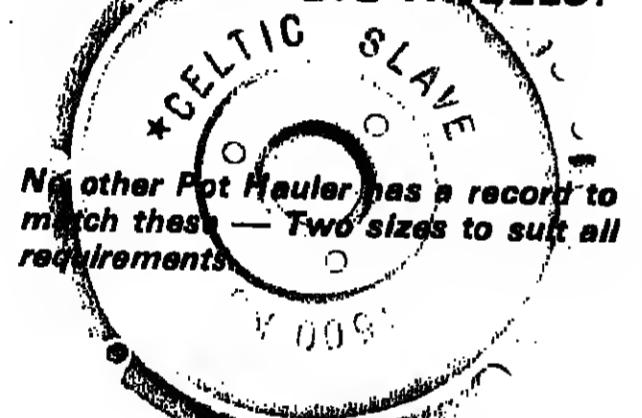
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Port has
850 jobs
at stake

THERE IS an urgent need for a 50-mile exclusive British fishing limit to ensure the future of Fleetwood, according to a new survey.

North-West Economic Planning Council and Wyre Borough Council make the following points in their joint report:

At present fishing and associated inshore activities provide one in every five jobs at Fleetwood, where an estimated 13,190 people are employed. Nearly 1,000 are directly engaged in fishing.

Merchants, processors and fish transport provide another 780 jobs and 400 people work in shore-based supply industries ranging from marine and electrical engineering to ship building.

On the basis of the survey it is believed that 850 jobs could be at risk if the deterioration of wet fish landings continues.

The report comes to the conclusion that the following measures are necessary to safeguard the local and national future of the industry:

Securing exclusive rights in UK waters for the whole of the UK fleet, either within or outside the terms of the Common Fisheries Policy.

Adopt proper conservation measures and more effective means of enforcing them.

It is also stated: "Because there are now very real reasons for concern about the fishing industry's future, there must also be concern for the future of Fleetwood itself.

It is, therefore, of the utmost importance that those involved either with the negotiation of the future fisheries regime, or with the economic welfare of localities in the less prosperous regions of Great Britain, should be aware of the significance of the fishing industry to the Fleetwood community".

For the second week running the Boston Group did not have a solitary local trawler landing. With Consolidated Fisheries restricted to just one of its 140-footers in the distant water section, BUT again scored heavily from three Bear Island trips.

Only the possibility of the early week ice strike being prolonged threatened to hit prices. Once it had been cleared up, there was break buying in all sections.

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Biggest landing of the week came from Ross Ramilles (Skipper Ray Pepper) which got the ball rolling on Monday's iceless market with a turnover of 1,782 kts including over 1,500 of codetiffs and 200 of rockfish. Her 28-day trip raised £83,284.

However, Vixaria (Skipper Roy Kurz) picked up the week's top grossing of £88,908 when she landed an almost identical trip, in make up after a 24-day outing. She turned out 1,616 kts the morning after her production record.

Both vessels landed heavily on haddock and sole, as did third-placed Ross Jumbo (Skipper Magnus Garside) with 22,400 from 802 kts.

MACKEREL: SIX-
MILE ZONE BID

AN ALL-OUT drive to stop industrial fishing of mackerel and to create a six-mile limit to exclude distant water fishing vessels are now both on the cards for the south-west this winter.

Mrs. Lawry, secretary of the Cornish Fish Producers' Organisation, spoke on Sunday about a meeting at the Ministry of Fisheries last week during which senior members of the fishing industry met top civil servants for the most important "protect the mackerel" conference yet.

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September 1, 1977

September 2, 1977

Maritem's
steel
trawler

THE YARD of Maritem Industries at Cemigalos, Cobh, Co. Cork, has delivered the steel-hulled 86-foot Golden Dawn to her skipper.

The craft is fitted out on a Dutch hull. She is powered by 380 bhp British Polar diesel and has a cooled fish hold.

More details of Golden Dawn, built for Skipper Patrick O'Driscoll of Capa Clear, Co. Cork, in Fishing News next week, she is seen (below) on trials.

and 80 of blue ling, which day to bring high prices for most varieties.

The catch sold extremely well considering it was landed on the Friday before the Bank Holiday — the wrong day when the trade collapses because people are ready to go on holiday. In future I think they will get better prices than they got today — and the prices today are better than they have been all this week.

"The trip was well supported by merchants. It has been very good and we want more".

Dennis Bond, general manager of Boston Deep Sea Fisheries at Fleetwood which acted as the ship's agent, said the owner of Jones Bank had been satisfied with the return on the catch.

The vessel, or one of her sister-ships, would return in September.

Jones Bank had a brief stay in the port. On the day of her landing a new crew arrived from France and the vessel sailed on the evening tide.

There were also some good returns for local stern trawlers — notably the pair trawlers Armona and Naveta, skippered by Tom Christy and John Burns. Armona landed 529 kts

FRENCH fisherman have again been blockading a port. Fishermen at La Rochelle set up a blockade on Saturday in protest at a ban on commercial fishing within half-a-mile of the shore. The fishermen lifted the blockade, which had delayed a sailing race, after an assurance on fishing rights.

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FISHING NEWS

LORIENT'S 'JONES BANK' LANDS

Fleetwood banking on
the French

FLEETWOOD'S efforts to bump up fish supplies began to pay off last week with the arrival of the Lorient trawler Jones Bank.

The French vessel came to the port from the western grounds with 658 kts, including 30 of hake, 300 of cod, 15 of haddock and 270 of colay.

The catch sold extremely well considering it was landed on the Friday before the Bank Holiday — the wrong day when the trade collapses because people are ready to go on holiday. In future I think they will get better prices than they got today — and the prices today are better than they have been all this week.

"The trip was well supported by merchants. It has been very good and we want more".

I think it has sold reasonably well particularly in view of the fact that today (Friday) is traditionally a bad day for marketing fish.

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ANOTHER ICE SHUT-DOWN

GRIMSBY'S fishing vessel owners went through another period of delayed selling last week.

During the weekend ten ice-trimmers went on an unofficial strike only two days after 36 process workers at the Grimsby Ice Co.'s factory had resumed production after settlement of a bonus dispute supported by strike action.

The trimmers, who operate chutes for icing trawlers and seiners before they sail, walked off the job on Thursday last week, following the rejection of an increase in pay similar to that accepted by the process workers.

Almost immediately the council of the Grimsby Fishing Vessel Owners' Association met and, afterwards, issued a statement to the effect that no

further meetings had been arranged.

It is understood that the trimmers' wage structure is different to that of the process workers.

To avoid the new crisis, some owners put vessels to sea with instructions to take ice at other ports.

PRAWNS BACK

FINDUS peeled prawns, withdrawn from the market because of supply difficulties, is to be relaunched today.

Distinctive new 200g. (7.05 oz) packs are available for both supermarket and freezer centre sale.

They are Greenland prawns in vacuum packs.

Raw deal on herring for Irish skiff men

LETTERS

SIR, On behalf of Mourne herring skiff fishermen I would like it to be made known about the raw deal we are receiving at the hands of the EEC in its complete closure of the Mourne stocks without any consideration of our traditional rights or way of life.

For around 200 years the fisherman of Kilkeel and Antrim have fished the Mourne stocks by the traditional method of trammel nets and, by this method of fishing, have never done the herring stocks any harm.

It is only since the big trawlers started to participate in this fishing around 12 years ago that there has been any great harm done to the stocks, e.g. by trawl doors tearing up the spawning grounds and the big mid-water nets taking large and small herring.

We are not against the trawlers participating, but why should we suffer for their sins?

They are catching the herring by bottom trawl! In this very important spawning ground and are killing the future stocks that lay down on the seabed with their trawl doors; mid-water nets take small herring that have not reached the age to spawn. Tammel nets just take the mature herring that have almost run their life span.

The skiffs should be allowed to fish on because of two reasons:

(1) If these stocks had been only fished by trammel nets there never would have been any need for conservation.

(2) the Mourne stock as we know it only appears off the Isle of Man to our shores end.

While they claim that Mourne stocks are not in question, they are allowing trawlers to fish the very same area outside the 12-mile limit and the two-mile mark.

In our opinion, and I'd say in every right thinking persons opinion, the skiffs should not be penalised to save the herring so they can be wiped out by the very near future by the trawlers which have brought them to their present state.

Research

We would like to see the scientists doing more research and being seen to do more research in this area — because they note that the Mourne stocks include any herring that are caught from outside the 12-mile limit of the Isle of Man to our shores end.

We know it only appears off our shores from September 7 until the end of October and awn

Essex herring in danger

WITH THE BAN on North Sea herring there is increasing interest — and concern — about the unique Blackwater herring stock.

It is awa on the Eagle Bank, off the Essex coast, and rarely moves any distance from its home ground.

In recent years it has been intensively fished, with boats from Brightlingsea, Wivenhoe, Marazza and the other side of the Thames estuary landing substantial amounts.

We would like to see better herring, because in depending on being able to the herring to support our yearly earnings and help us for our boats. Also the use of equipment in which we sunk our life savings.

M. T. COYLE
Spokesman for Momey
Boats Association
34 Abbey St
Kilkenny, Co. Kilkenny

Allocation over a period and not use it up quickly.

The committee secretary, trawler-owner and merchant Ken Graen of Wivenhoe, said that would help keep a steady supply on the market and keep prices firm.

The organisation has been described by Lt.-Commander Geoff Thorpe, fisheries officer at Lowestoft, as "one of the finest of its kind anywhere in the country. A first-rate self-help organisation."

Each boat is licenced and every fisherman has to stick rigidly to his allocation. With a sharp cut in this season's total catch figure, the committee is hoping that local fishermen will spread their

Haward, East Marnes fish merchant, said they were lucky in one matter at least. The Blackwater stock is inside the three-mile limit and this had probably saved it from being cleaned out long ago.

He said that reduction in the TAC had caused "real consternation". But now that their members had seen what was happening in Manx waters and in Scottish ports — where there is talk of fishing skippers who exceed their quotas — there would probably be agreement.

"It's either that or go out of business. And fishermen are realistic people," he said.

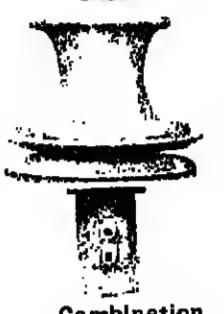
The Ministry of Fisheries says the safe rate of catch averaged out at about 35 per cent. But, in 11 of the last 15 seasons, this figure had been exceeded. In some years it had topped 60 per cent.

The stock was now "very

small indeed" and consisted mainly of only one year-class.

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COSALT IN DEVON



Cosalt's Alan Nutt

WITH THE take-over of fishing gear suppliers Plymouth Ropes, Cosalt Ltd. has moved into Devon. The branch at Plymouth has been running under Cosalt since the beginning of August.

Mr. J. Morsel, who established Plymouth Ropes seven years ago, has resigned from the business.

In charge of the branch is Alan Nutt, aged 32. He previously worked for Bridport-Gundry at Bridport and in Scotland.

All the gear stocked by Plymouth Ropes is being retained with the addition of the Cosalt range. Mr. Nutt told *Fishing News*. Shortly, the range of gear is to be expanded, he added.

The firm is still based at 10 Quay Road, The Barbican, Plymouth.

CROSSPLIES BEST IN WET



WHEN USING our types for lobster fishing tread warily. Crossplies have it over radial! This is the opinion of lobster fisherman Don Temple (above).

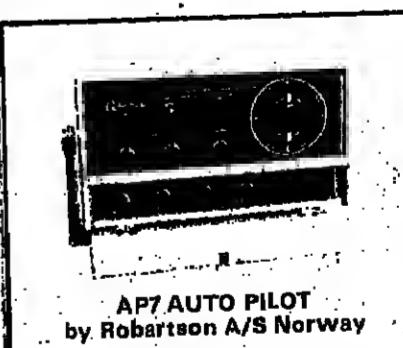
He cuts the types up into strips to wrap around the edges of his lobster pots to provide extra weight and prevent them from chafing on the seabed. Inner tubes are used to hold the bait around the pot entrances. "I depend on the tyre industry, particularly for crossplies," said Mr. Temple, of Stromness, "They seem to do the job much better, and are not as elastic."

Mr. Temple moved to Orkney last year from Littlehampton, Sussex, with his wife, a native of the islands, after seeing the potential for a lobster fisherman using this type of pot fished by the south coast men. He is currently having a boat built and is building up his stock of 300 pots and using up old, worn-out crossply types as he can get his hands on which makes him a popular customer for Eddie Burns, manager of Motorway Tyres & Accessories' most northerly branch in nearby Kirkwall.

SAIT brings the experience of 76 years in marine electronics to the fishing industry

Complying with I.M.C.O. recommendations, the AP7 Auto Pilot from Robertson, Norway, represents one of the best Auto Pilots on the market today. Capable of being fed by Gyro or Magnetic Compass, built-in Off Course Alarm, Power Failure Alarm and Counter Rudder Facility.

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by Captain F. S. Howell

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SALMON FISHERIES OF SCOTLAND £2.90
by Association of Scottish District Salmon Fishery Boards

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50
years ago

SEPTEMBER 3, 1927

JAMES MARTIN, the oldest and best known fisherman on the east coast, dies aged 88. He had been associated with fishing for 70 years.

ROYAL Northern Lifeboat Institution sets up a new lifeboat station at Kilronan, in the Aran Islands.

HARDSHIPS of a miner's life 'nothing to those of a fisherman' says son of coal exporter who signed on for a trip to Iceland as a deckhand.

FIVE men safe after being swept overboard by Grimsby drifter Atmosphere. Skipper was caught by his coat collar and dragged back aboard.

DECKHAND jailed for 14 days after refusing to sail: he told the court there were only crusts to eat.

SKIPPER of inshore boat Lorain drowns when she collides with a steamer leaving Guernsey.

FAROESE 67-FOOTER

MARGRETHA, the first of two 67ft. stern trawlers building in France for Faroe Islands owners, has her net drum mounted forward of the wheelhouse.

Typically French in that her working dock is beneath the wheelhouse, Margetha has a beam of 20ft. and draft, almost 10ft.

She has been built by the Forges Caloin yard at Eaples, France, and her sister-ship will have a Matai fish hold refrigeration system.

She is powered by a Baudouin main engine of 430 bhp driving a variable pitch propeller in a nozzle. A Perkins 40 hp auxiliary diesel is fitted.

The 67-footer, which is owned by P/R Berg Nolsoy, has a speed of 10.5 knots and a 50 cu.m. fish hold forward. Wheelhouse equipment includes Loran C, Decca with plotter, Simrad EQ 38 sounder, Sailor R/T equipment and Furuno FRS 48 radar. She cost 2,200,000 French francs.

The second boat is for P/F Bakka, Leirvik, and delivery is due in December this year.

A NEW GROUP of companies set up in Aberdeen is putting forward ideas which could well have far reaching effects on the pattern of fishing, vessel management and ownership.

Plans have been made in association with the White Fish Authority, vessel designers and local skippers for a new type of multi-purpose fishing boat to be based at Aberdeen and further afield. It is expected that the announcement of initial orders will be made soon.

Known simply as the Spinningdale Companies, the consortium includes several firms involved in vessel management and ownership; marine, industrial and hydraulic maintenance; engineering and design; and general chandler and associated equipment to inshore and offshore vessels.

Spinningdale Fishing Co.

Ltd. is the parent company of the group, having taken a substantial shareholding about 18 months ago in Spinningdale Group in Ray-

mondale Fishing Co. is directly and indirectly involved in 1930s. He was a pioneer in pair trawling for white fish. Younger personnel will be involved in both the fishing and Scottish ports. Ultimately he will build up a fleet of three family vessels.

Managing director of the Spinningdale Group is Raymond Smith told *Fishing News* that the concept of the Spinningdale Fishing Co. is geared around skippers and crewmen as shareholders and partners in joint ventures.

He would like to see, as company policy, skippers, mates, engineers and deck

crew involved as shareholders and partners in future investments in the north-east of Scotland to own the first fishermen in the fishing industry.

Raymond Smith said that vessels which will be associated with it in which has already been called

It is anticipated by a shipbuilder concerned with the group will receive a hydraulic system for a coastal community for Scottish owners.

Spinningdale Ltd.

and technical (Aberdeen) Ltd. are owned by Charles McDonald, head, is open to those both formerly with C. F. industry. It also includes C. F. Wilson and Co. (1932) Ltd.

offshore, engineers and decided to go into

plant hire activities on their own account

Two of the shore companies — Spinningdale Ship Stores (Aberdeen) Ltd. and Spinningdale Morine (Aberdeen) Ltd. — are aimed at reducing the increasing costs of mechanical maintenance, repairs, chandlery supply and associated equipment for all vessels in the group, and

in addition to it, so it can provide a comprehensive service to any part of the UK.

supply a wide range of components needed for the running, repair, maintenance and renewal of hydraulic circuitry in all classes of fishing vessels.

The firm has just been appointed distributor in Scotland for Fairay Filtration.

Other distributorships include H.T.L.'s stainless steel high-accuracy pressure gauges covering a range up to 10,000 psi, and a well priced selection of glycerine-filled stainless steel gauges by L. G. International.

Another recently acquired distributorship is for Keeleer (KR) tube couplings, tube and valves.

The company is Scottish agent for Webster testing equipment which enables the flow, pressure and temperature in a hydraulic system to be checked

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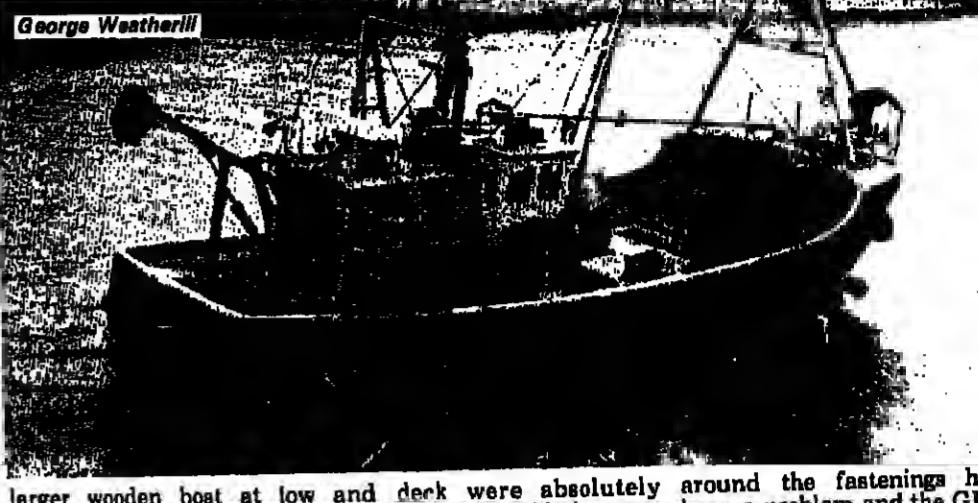
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BIGGEST GRP HULL CHEAP TO RUN



George Weatherill

IT IS NOW almost

four years since the

54ft. *George Weatherill* —

the largest GRP fishing

boat in the British fleet —

began fishing from

the North Yorksire

port of Whitby.

She was built to the order of businessman Mr. C. E. Jarman, who said he had a feeling that GRP is the right material for a fishing boat.

Skipper Ian Britton commands the vessel, which has

spent most of her time trawling

for white fish, but last

winter she had a very

successful few weeks on

sprats.

The transom sterned vessel

was designed by G. L. Watson

and Co. with a beam of 18ft.

and her GRP hull, deck,

larch house and whaleback

were moulded in Orkney by

Halmatic (Scotland) Ltd.

She was the third hull in

the 50ft. series to be moulded

by Halmatic.

The first was fitted out as a

pleasure craft and the second

became the 50ft. *Horsetail Gold*.

She was completed

earlier in 1973 for Skipper

Robbie Watt of Lerwick.

In the early 1970s there

was much talk of larger GRP

vessels being built — even a

65-footer — but none of these

materialised, and so at 54ft.

George Weatherill remains

the UK's largest GRP fishing

vessel.

She is of traditional seiner

trawler layout, with the

deckhouse aft, and was fitted

out at the Middlesbrough

yard of E. and L. B. Pinkney

Marine. She is powered by a

Kelvin 240 hp engine and is

equipped with a Sutherland

winch and AKA power block.

Recently, *Fishing News*

asked both Mr. Jarman and

Skipper Britton what they

feel about the suitability

of GRP as a construction

material, now that they have

had almost four years' ex-

perience with the vessel.

Mr. Jarman said that,

without any doubt, he prefers

GRP to wood and steel.

He is absolutely convinced about

the superiority of the

material in terms of

maintenance.

Once a year the boat is

beached to be cleaned and

repainted with antifouling

below the waterline; the crew

is able to do this themselves.

Otherwise, the GRP needs no

repainting.

Mr. Jarman said that,

apart from beaching the

vessel to inspect the anodes,

he is quite happy to leave her

in the water for a year at a

time.

Scrapes

It is now two years since

the vessel was put on a

slipway and, at the time, the

shipwrights had said: "She

didn't need anything".

Small scratches on the gel

coat of the hull's topside,

caused by knocks from other

boats or quaysides, are

"negligible", said Mr. Jarman,

and a local GRP firm

had said that these are too

small to be regarded as

damage.

The GRP has proved very

strong; no repairs were need-

ed after the vessel was in-

volved in two accidents.

On one occasion she ran

into a drifting and unlighted

wooden trawler at the en-

trance to Whitby harbour.

Skipper Britton saw the

vessel too late to do anything

but throw the engine out of

gear. *George Weatherill* was

undamaged.

During last winter's sprat

season she was ledged up by a

strong wind.

WESMAR scanning sonar

has proven invaluable in pair

trawling around the British Isles.

After a night of fishing off

the Irish port of Howth in

the pair trawler CRIMSON

DAWN, Captain Seán

O'Driscoll said, "The best

fishmarks of the night

would have been missed</

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£25,835: *Viviorio*, BUT (Sk. R. Kurz), 1,815k, BI, 24 days.
£23,199: *Ross Romillies*, BUT (Sk. R. Pepper), 1,782k, BI, 25 days.
£42,221: *Northern Reward*, BUT (Sk. W. Harris), 1,156k, BI, 24 days.
£30,354: *Spurs*, Consol (Sk. J. Rimmer), 846k, BI, 24 days.

Middle water

£24,038: *Ross Genet*, BUT (Sk. G. Cunningham), 1,278k, WC, 15 days.
£22,108: *Ross Leopard*, BUT (Sk. P. McCarthy), 1,289k, WC, 12 days.
£20,468: *Ross Juno*, BUT (Sk. M. Ganson), 882k, WC, 15 days.

£15,227: *Sanda*, Taylor (Sk. N. Bray), 715k, WC, 15 days.
£13,517: *Yesso*, Taylor (Sk. D. Venney), 547k, WC, 14 days.

North Sea

£6,331: *Lepanto*, Lindsey (Sk. A. Wright), 265k, NS, 13 days.

Sailors

£10,019: *Pandion*, Danbrit (Sk. B. Host), 229k, NS, 19 days.
£8,093: *Limando*, Richardson (Sk. H. Thomsen), 250k, NS, 12 days.
£7,836: *Ella Grethe*, John R. (Sk. R. McQueen), 290k, NS, 12 days.
£7,349: *Lockearn*, Sleight (Sk. A. Van Zandt), 196k, NS, 15 days.
£6,984: *Susan Joy*, Chapman (Sk. F. Ebson), 216k, NS, 16 days.
£6,569: *Linda Lise*, Richardson (Sk. C. Olesen), 212k, NS, 16 days.
£6,175: *Facemaster*, Sleight (Sk. N. Moller), 173k, NS, 18 days.

Pair teams

£18,386: *Margrethe Bojen* (Sk. Jens Bojen), 558k, and £15,718: *Frances Bojen* (Sk. J. Richardson), 479k, both John R., NS, 13 days.
£14,456: *Samantha* (Sk. H. Thinnesen), 487k, and £14,078: *Tino* (Sk. P. Thinnesen), 461k, both Richardson, NS, 13 days.
£12,516: *Green Valley*, Danbrit (Sk. R. Younger), 314k, and £24,746: *Paul Antony*, Richardson (Sk. F. Josefsson), 224k, both NS, 13 days.
£10,202: *Lourids Skomager* (Sk. Jorgen Bojen), 300k, and £10,088: *Anna Michelle* (Sk. A. Burnham), 298k, both John R., NS, 11 days.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Bair Island: *Lord Jellicoe*,
Gillingham, Prince Philip,
Boston Comanche, Ross
Kashmir, Northern Girl, Ross
Renown. From Faroe and

Westerly: *Tokio*, Blackburn
Rovers, Corstorphine

HULL

Expected during the week from
Bair Island: *St. Gertrudis*, Arc-
tic Rebel, Ross Trofoglar,
Kingston Amber, Ross Altair.

PORT MARKETS

THURSDAY, AUGUST 25
from 16 boats met a good demand. Prices: shelf cod, £4.50/kg; codling, £3.50/kg; sprat, £2.50/kg; herring, £2.70/kg; medium, £2.25/kg; best small, £1.60/kg; small, £1.50/kg; plaice, £1.10/kg; large haddock, £1.80/kg; medium, £1.60/kg; small, £1.50/kg; medium, £1.40/kg; dogfish, £1.80/kg; large salmon, £1.70/kg; small, £1.60/kg; medium, £1.50/kg; small, £1.40/kg; large salmon, £1.70/kg; small, £1.60/kg; medium, £1.50/kg; small, £1.40/kg; per 100 kg box; lobsters, £2.10/kg.

TUESDAY, AUGUST 30
GRIMSBY.
A moderate supply of 3,450 kgs

LOWESTOFT

£13,680: *St Georges*, East Coast (Sk. R. Jonas), 487 k, NS, 11 days.
£13,620: *Suffolk Monarch*, Hobson (Sk. E. Read), 479 k, NS, 12 days.
£13,406: *St. Patrick*, East Coast (Sk. D. Besford), 486 k, NS, 12 days.

£12,916: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.
£12,903: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.
£10,793: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.
£26,176: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.
£29,300: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

NORTH SHIELDS

£16,348: *Ben Edra*, Irvin (Sk. R. Palmer), 41,294 kg, NS, 10 days.
£12,301: *Ben Glas*, Irvin (Sk. S. Shaeffer), 32,226 kg, NS, 11 days.
£4,623: *Fisher Rose*, Irvin, 18,170 kg, NS, 3 days.
£4,270: *Conger*, Irvin (Sk. A. Morse), 7,150 kg, NS, 3 days.
£3,975: *Valhalla*, AF, 8,197 kg, NS, 3 days.
£3,975: *Star of Hope*, AF, 8,162 kg, NS, 3 days.

HULL

£58,190: *Somerset Maughan*, Newington (Sk. D. Atkinson), 1,743 kts, BI, 28 days.
£50,136: *Rose Leonis*, BUT (Sk. D. Paterson), 1,923 kts, BI, 25 days.
£48,906: *Kingston Pearl*, BUT (Sk. B. Turner), 1,649 kts, BI, 27 days.
£39,475: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.
£26,176: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.
£29,300: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

Sailors

£7,605: *Lindenberg*, Boston (Sk. H. Winkel), 235 k, 21 days.
£7,290: *Vikingborg*, Boston (Sk. N. P. Jensen), 227 k, 15 days.
£6,761: *Rosenborg*, Boston (Sk. G. Jonasson), 264 k, 17 days.
£4,375: *Visborg*, Boston (Sk. R. Holmes), 267 k, 16 days.

FLEETWOOD

£20,725: *Iruano*, Marr (Sk. V. Dingle), 765k, 14 days.
£8,093: *Limando*, Richardson (Sk. H. Thomsen), 250k, NS, 12 days.
£7,836: *Ella Grethe*, John R. (Sk. R. McQueen), 290k, NS, 12 days.
£7,349: *Lockearn*, Sleight (Sk. A. Van Zandt), 196k, NS, 15 days.
£6,984: *Susan Joy*, Chapman (Sk. F. Ebson), 216k, NS, 16 days.
£6,569: *Linda Lise*, Richardson (Sk. C. Olesen), 212k, NS, 16 days.
£6,175: *Facemaster*, Sleight (Sk. N. Moller), 173k, NS, 18 days.

Pair teams

£10,019: *Pandion*, Danbrit (Sk. B. Host), 229k, NS, 19 days.
£8,093: *Limando*, Richardson (Sk. H. Thomsen), 250k, NS, 12 days.
£7,836: *Ella Grethe*, John R. (Sk. R. McQueen), 290k, NS, 12 days.
£7,349: *Lockearn*, Sleight (Sk. A. Van Zandt), 196k, NS, 15 days.
£6,984: *Susan Joy*, Chapman (Sk. F. Ebson), 216k, NS, 16 days.
£6,569: *Linda Lise*, Richardson (Sk. C. Olesen), 212k, NS, 16 days.
£6,175: *Facemaster*, Sleight (Sk. N. Moller), 173k, NS, 18 days.

Pair teams

£18,386: *Margrethe Bojen* (Sk. Jens Bojen), 558k, and £15,718: *Frances Bojen* (Sk. J. Richardson), 479k, both John R., NS, 13 days.
£14,456: *Samantha* (Sk. H. Thinnesen), 487k, and £14,078: *Tino* (Sk. P. Thinnesen), 461k, both Richardson, NS, 13 days.
£12,516: *Green Valley*, Danbrit (Sk. R. Younger), 314k, and £24,746: *Paul Antony*, Richardson (Sk. F. Josefsson), 224k, both NS, 13 days.
£10,202: *Lourids Skomager* (Sk. Jorgen Bojen), 300k, and £10,088: *Anna Michelle* (Sk. A. Burnham), 298k, both John R., NS, 11 days.

£19,730: *Naveta* (Sk. J. Burns), 754k, and £14,634: *Armania* (Sk. T. Christy), 529k, both Marr, 14 days.
£15,383: *Norina* (Sk. F. Wilson), 726k, and £11,576: *Idena* (Sk. W. Banks), 465k, 12 days.
£3,196: *Resilience*, Ward (Sk. R. Moes), 148k, 12 days.
£5,504: *Replenish*, Ward (Sk. W. Ansell), 326k, 18 days.
£5,504: *Resolute*, Ward (Sk. W. Buckley), 189k, 13 days.
£3,148: *Boston Beaver*, Boston (Sk. W. Atkinson), 112k, 11 days.
£3,196: *Resilience*, Ward (Sk. R. Moes), 148k, 12 days.

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